

INTIMATION.

A. S. WATSON & CO.,
LIMITED.

CHAMPAGNES

TO DRINK AT THE

RACES.

JACQUESSON, Dry Marquetterie, 1893.
FILS Brut Naturel, 1893.

JULES MUMM, Dry.
Extra Dry.

Anyone who has been to the MEETINGS
at ASCOT and GOODWOOD will remember
these WINES as being FAVOURITES with
ROYAL and other distinguished Owners.

SOLE IMPORTERS—

A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED 1841.

The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD, CL
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 25th February, 1901

That England should continue to hold a practical monopoly of the seaborne commerce of the world is not to be expected, and probably is not desirable. The fear is that through too much self-confidence she may so much mismanage what she is justified in considering her fair share that she may wake up too late, and find the most profitable portion of what remains gone beyond recovery. It was only half a century ago that she was largely dependent on outsiders for the conveyance of her goods to and from China; and the manner in which she raised herself from the backward position in which she found herself during the fifties should be a useful object to her in the near future. There are a few still alive in China who remember that the principal portion of the tea, which in those days formed the main article of export from China to Europe, was carried in American clippers; and that we are indeed indebted to the United States for the loan of that word. In these days, too, nearly the whole of the coasting trade of China was carried in American and Continental bottoms, and the most frequent flag to be seen in Chinese waters was not the red ensign, but those of the northern European states, Norway, Oldenburg, Hamburg, or Bremen. The trade of our Australian Colonies was largely, if not mainly, conducted under the American flag, and it looked as if the "meteor flag" of England were about to take its departure from the seas, which England had once ruled without a rival. Mr. Michie in his recent work *The Englishman in China* has given a most interesting account of the struggle and the manner by which little by little England's empire of the seas was regained. The opening of the gold diggings of California had much to say to this temporary supersession of British shipping. A vessel carried out to the new El Dorado a number of emigrants, or perhaps a cargo of stores for the miners; finding on her arrival at San Francisco no return freight available, she stretched across the Pacific to China, and was at once laid on the berth to carry teas to Europe, at that time entirely dependent on China for its supplies. She was easily able to take lower freight than the ship which had made her toilsome journey out by the Cape, until by degrees these ships built for the San

Francisco route came almost to monopolize the trade. At that time wood was the universal material for ship-building, and with the practically inexhaustible supply furnished by the newly opened districts in the States, the Americans found they could outbid the British builders. Unhindered by tradition the people of the North-Western States commenced to increase the length of their ships, and soon found that while the speed was considerably increased their vessels lost nothing in seaworthiness. The navigation laws of the States made the long journey from New York to San Francisco a coasting voyage in which no outsider could compete, and thus the New England builders had the trade in their hands in both directions, an opportunity of which they did not fail to avail themselves. It seemed under circumstances little better than an act of insanity on the part of the British Government of the day to select this period of greatest depression, when the shipping trade was already well nigh ruined, for the abolition of the last barrier to extinction in the entire repeal of the Navigation Laws. So assured were, however, the leading spirits of the day of the truth of their fetish, Free Trade, that they easily induced a willing Parliament to throw open to the world the entire coasting and colonial trade of the Empire. The shipping interest not unnaturally held that if under the protection of the old laws, they were scarcely able to subsist, under a system, which even in the home-trade exposed them to untrammelled competition, the entire trade must pass into foreign hands. That it did not is one of the strongest proofs of the indomitable courage which has more than once come to the rescue of the nation when the prospect looked most gloomy. A few of the leading shipowners met together to discuss the situation. We must put our shoulders to the wheel, said the chairman, and see if we cannot accept the challenge and turn out ships to beat these Yankees. Taking thought of the improvements that had been introduced by the Americans, the English builders strove to tackle them on their own lines, and the China trade was the field chosen. The first ships made a good struggle, though beaten in the long run; but the experiment was hopeful, and those who were in China will remember the excitement on the issue of the annual ocean race from Foochow to London. Grandeur ships than the *Thermopylae*, the *Leander*, the *Taiping*, and a few others, were never turned out from a launching-ship; and it became difficult to foresee what might have been the ultimate result; when, alas, or the glory of the tea clipper, the Suez Canal was opened, and with the introduction of the steamer, the short-lived splendour of the clipper came to an end. The struggle, however, had left its marks deep in the national character. The British shipbuilder was not this time taken at a disadvantage. When the Suez Canal was opened the British shipowner was ready and prepared. His steamers were already built and his shipyards were ready to meet the demands of the world; and for many years he may said to have supplied its mercantile navies. That he richly deserved success not even his greatest enemies, and they are many, have attempted to deny; his prosperity was the result of no turn of fortune's wheel, but was the outcome of his own sagacity. He foresaw the wants of a new world, and met them boldly. But what the British shipbuilder has done is open to his rivals, and some of them in some respects have advantages he did not possess; and the quicker steamboat at the moment of his recent defeat has recently been turned out of a German shipyard. The record for size is, however, only momentary, as already the British reply is rapidly approaching her launching. This is a competition in which, both may win, and as it has been brought about by fair fight, no Englishman need repine. It is true that in other industries England, not only comparatively but actually, has been losing ground, but he would be a rash man who would assert that within a single generation the energies of England have so declined that she cannot in 1901 do as she did in 1870, and make the world her debtor. It is well to remember that in the middle ages England was dependent on Germany and the Low Countries for many of the staples which she now supplies to those countries, and in the course of trade all staples must find their level. If every country could supply equally well the staples of its neighbour, there would, it is always well to remember, be no occasion for trade; and the entire world would become stagnant. This is the great mistake of the Protectionists, who would strike away the very foundations of trade in their anxiety to prop it up. England, we are convinced, would in the long run lose far more than she gained were she to become the "Universal Provider" of all her needs.

We give to-day what particulars are obtainable of the fearful disaster to the Pacific Mail Steamship Company's steamer *City of Rio de Janeiro*, which left this port on the 22nd ult. and was to have arrived at San Francisco on the 19th instant. Instead of so doing, she was wrecked in the harbour of the latter place on Friday and on hundred and twenty-two lives have been lost. Details of the actual catastrophe are at present almost entirely lacking, and we can hardly hear much of the circumstances of the wreck for some weeks. What we do know unhappily must come as a terrible shock to residents in Hongkong, for a very well known figure in the Colony has been removed for ever. Mr. ROUSEVELL WILDMAN for four years has worked in our midst as Consul for the United States at this port and has been familiar to us alike in his official, literary, and social capacities. His consular work won the appreciation of his own Government and his compatriots in the East, and at the same time he was always courteously ready to impart such information as he could to all of other nationalities who asked for it. His earlier editorial experiences left him with a ready pen, and his various books have been received by the reading public here with as much pleasure as in America. With Mrs. WILDMAN he has been well-known as a social entertainer, and even as host and hostess alone they will be sadly missed. The sudden fate which has befallen them and their two children comes as a great blow to their friends here, and all will join us, we are sure, in offering a sincere tribute of sympathy to the families of both, and particularly to those near relatives who are known to residents of Hongkong, the brothers of the Consul and his wife, the latter of the two now Acting Consul to this port.

The German cruiser *Hertha* came into the Harbour on Saturday afternoon from Kioochan.

The weekly prayer meeting in connection with the Hongkong Christian Union will be held as usual this evening at 5-15 in the City Hall. The Rev. W. J. Southern will lead the meeting.

The Norddeutscher Lloyd steamer *H. H. Meier*, which arrived here on Saturday morning, brought with her to Hongkong 900 recruits for the German Ironclad division in Far Eastern waters. Kioochan is the destination of these recruits.

Mr. Erich Georg says in his weekly share list, dated Hongkong, 23rd February.—Chinese New Year Holidays have interfered with the business of the week, and but little has been done in stocks generally, but the tendency is towards steadier rates.

It is notified in the *Gazette* that all persons making claims to waste or uncultivated land, such as hill sides, land covered by trees (other than fruit trees) or by brushwood or grass, etc., will be required, if such claims are established to the satisfaction of the Land Court, to pay Crown Rent for such waste or uncultivated land. The precise amount will be fixed according to the nature of the land claimed, but in no case will it be less than ten cents per man.

Acting on instructions from the War Office, the military authorities here are despatching to Peking at an early date four hundred men of the Royal Welsh Fusiliers to relieve the Australian contingent, which has been stationed in the capital since the relief of the Legations, and is now to return home. The relieving force will be made up of one hundred men each from B. D. F. and G. Companies of the Fusiliers, and will be under the command of Major Everett. They are to be retained as a part of the permanent Legation Guard, and as preparations for their departure are being rapidly pushed forward, it is expected that the men will leave for the North in about ten days' time.

An act of gallantry had its reward on Saturday, when Sergeant Vigars, of the Army Ordnance Corps, at a parade of the detachment, was presented by Lieut-Colonel Wheeler, commanding the Corps, with a testimonial on vellum of the Royal Humane Society for assistance rendered by him in the saving of the life of Sergeant Aldridge at Capsicum some time ago. Sergeant Vigars is well known in local concert circles as a comedian of no mean ability. It is understood that a similar testimonial is to be presented to a non-commissioned officer of the Army Pay Corps, Sergeant Barrell, for assisting in the same act, and a silver medal to Sergeant Morris, R. A., who would thus appear to have taken the principal part in the saving of the life of Sergeant Aldridge.

The minstrel troupe of the U.S.S. *Kentucky* gave an entertainment in the Theatre Royal on Saturday evening before a crowded house. The entertainment was free, admittance being by card. The band of the *Kentucky* supplied the music, and gave splendid selections at intervals throughout the evening. The minstrel performance was well rendered and sustained, and in view of the fact that the performers are not accustomed to facing such a great audience, or, indeed, to appearing in public at all, the entertainment on Saturday evening reflected great credit upon them. A distinctive feature was the coloured "cotton" dress and "cotton" burning and round boxing, which was well received. The troupe, when the contestants bowed.

The Ceylon census will be taken on March 1st.

The German mail of the 23rd January was delivered in London on the 21st inst.

Mr. Koto Motoshiro Shobichii has been empowered to act as Japanese Consul at Hongkong.

The increase of pay granted to Lieutenant-General Sir Alfred Gascooke will take effect from 12th September last.

The steamer *Algon*, of the Pacific Mail Steamship Company, which can carry 10,000 tons of freight, is about to be purchased by the United States Government to be used as an army transport.

A telegram to Headquarters at Manila, dated Washington, 16th February, notes the promotion to the rank of Major-General in the U.S. Regular Army of Generals Arthur MacArthur and S. B. M. Young.

A New Jersey man defends the character of the mosquito. He thinks that by the mild character of the disease which it imparts it confers immunity from more serious forms. Needless to say, the mosquito's apologist is not a doctor.

Writing to the *Times* before the Russians had given up the Shunhaiwan railway, Dr. Morrison said:—"Our position does not inspire confidence. When the Luan railway is under French protection, and completed in 1906, there will be continuous railways between Manchuria, and the Yangtze exclusively under Russian and French control."

A bulletin at Division Headquarters, Manila, last week contained a telegram from General Corbin to General MacArthur, informing him of the departure of the first battalions of the 26th and 27th U. S. Infantry, which have already been organised under the New Army Bill. The troops sailed for Manila from San Francisco on the transport *Sheridan* on the 16th February.

Mr. A. H. Pollard called at Hongkong on Saturday on his way from Manila to San Francisco, whither he is now proceeding by the *Gaio*, which left yesterday. Mr. Pollard tells us that the youthful Company has been having a first-rate season in Manila, so much so that Mr. Pollard is arranging to take the children to the United States themselves. However, before then the Lilliputians are to visit Shanghai and Japan. They leave Manila at the end of next month, and hope to stop here for a week on their way from the Philippines to Shanghai.

The Ceylon Legislative Council has under consideration an Ordinance providing for the compulsory segregation and treatment of lepers. There are 606 cases of the disease in the various institutions of the island, and it is the general opinion among medical men that they are increasing. Among the Cingalese leprosy is looked upon as such a blemish in a family that great difficulty is experienced in ascertaining the exact number of leprosy cases existing in the island outside the various leper asylums and hospitals, but an approximate return has been compiled, which gives the aggregate in the various provinces as 208.

No further action has as yet been taken in the case of D. M. Carman, states the *Manila Times* of the 19th inst., though the case is being gradually prepared for trial. It is learned that Mr. Carman was brought before the Secretary of the Military Governor last Saturday afternoon, but beyond the fact that he was questioned and some of his explanations were heard nothing can be learned. From another source it is understood that the safe belonging to Teodor Carman, which was brought from Paganjan by Lieut. Vaughan recently, was found when opened to contain a pile of the most incriminating documents. Correspondence is said to have been in the safe, to high insurgent officers, signed by Garza and Carman, directly relating to shipments of goods to the insurgents and illegitimate traffic. Our contemporary thinks that Mr. Carman has aided by his own admission in sealing the avenues of escape against himself.

Some of the Spanish papers in the Philippines having suggested that in commemoration of Washington's birthday on the 22nd inst., the Governor General might perform an act of clemency by liberating some of the 3,800 prisoners confined in Manila for complicity in the insurrection, General Bell has been interviewed as to the probability of the rumour. He stated distinctly that, as far as he knew, the United States Government had no such intention; and that were this step to be taken he would be most likely to know of it, as the prisoners referred to came under his charge. General Bell explained that the custom of pardoning prisoners on the occasion of Washington's birthday at home only applied to civil criminals and that therefore it would not be possible for the Government here to find any precedent for liberating political prisoners. Political prisoners, said General Bell, are confined as enemies of the constituted government and not as a punishment for crime. The object of depriving these offenders of their liberty is to prevent their committing acts against or inimical to the government; therefore to return to liberty any such enemies of the state in order to celebrate the first President's birthday would be the height of folly. The custom only prevailed in America in the case of murderers and other criminals. It is understood, however, that some prisoners are to be liberated, but not for this reason. The action of the Government in granting their release is based upon the recommendations of the Federal Jury, having first used its judgment and discretion as to the merits of the case. The United States government wishes to show its entire confidence in the new political party.

It is stated that Mr. J. Mollien, Deputy Director of Agriculture, Bombay, will be the first Director-General of Agriculture in India.

Colonel S. Rowing has been ordered to China to succeed Colonel Shene in command of the Royal Engineers; the latter having been appointed Director-General of Military Works in India, as we have already reported.

London papers received this mail have it that the Orient liner *Opheir*, chartered by the Government to convey the Duke and Duchess of York to Australia, is now ordered to be in readiness by 1st March. Great expense is being incurred, and the vessel is to pass permanently into the hands of the Royal Family after her Southern trip.

Some idea of the value of land in Colombo may be gathered from the fact that quite recently the Ceylon Government under acquisition powers tendered Rs. 10,000 an acre to the owner of a piece of land, who, considering the amount inadequate, appealed to the Chief Justice, with the result that the tender was considered sufficient.

The official history of the South African War is being written by Lieut.-Col. G. F. R. Henderson, who in the *Times* of the 21st ult. asks officers and others who have been engaged in the campaign to lend letters, diaries, sketches, &c., which throw light on any of the operations. Without the aid of regimental and private records, says Lieut.-Col. Henderson, it will be almost impossible to give due prominence to the work done by different corps, or to make the history as instructive as it should be.

The military and strategic necessity of an American Pacific cable has recently been pointed out by Brigadier-General Greely, chief of the United States Signal Service, who, on the occasion of a meeting of the Manufacturers' Club of Philadelphia said: "The cable experience of the War Department in connection with the relief of the legation at Peking points clearly to the tremendous disadvantages under which the United States, without its own cable facilities, would labour in case of an extended war in the East. An American trans-Pacific cable is a military and commercial necessity if our colonial possessions are to be retained, or if American interests are to be safeguarded in Asiatic countries. Experts have estimated the cost of the cable for 7,750 nautical miles at \$10,000,000, requiring an earning capacity of \$925,000 a year."

HARMSTON'S CIRCUS.

After a short, but most successful season, the Circus management announces in our advertising columns their farewell performances. The public interest, which on the initial appearance of the troupe appeared unbounded, has never for an instant flagged, and the continuous enthusiasm of the crowded audiences who have nightly viewed the performances has been marked by a demonstrative appreciation rare towards entertainments of a like character. The cold snap of the past week or so had somewhat militated against crowded areas at the rear of the marquee, but the stalls and boxes have been well filled by the European public, and ample evidence thereby obtained, were it needed, to prove how great a hold the artists have secured upon public esteem in the Colony. The programme of last week is to receive another complete change, and for the first time the Eldrons Brothers are to make their appearance. They are aerial trapeze artists, and the ensembles they have received from the London and provincial Press give the assurance that their performances are well worth witnessing. Then other new and altogether as yet unperformed feats in the ring by the Frezangos, the Jansons, the Ajias, and other artists, are promised, which, no doubt, these innovations are to be given this evening, and continued nightly throughout the week. The Sisters Frezangos will take their benefit on Wednesday, and there will be another riding contest on Thursday, full particulars of which will be announced in these columns.

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Council will be held to-day, Monday, 25th February, at 3 p.m.

1. Financial minute. (No. 8.)

2. Report of the Finance Committee. (No. 3.)

ORDERS OF THE DAY.

1. First reading of a Bill entitled an Ordinance to consolidate and amend the laws relating to the punishment of begging.

2. Third reading of the Bill entitled an Ordinance to consolidate and amend laws relating to trustees.

3. Third reading of the Bill entitled an Ordinance to consolidate and amend the laws relating to gaming.

4. Second reading of the Bill entitled an Ordinance to amend the law of libel and slander.

5. Second reading of the Bill entitled an Ordinance to repeal all Ordinances for the naturalization of persons as British subjects within this colony and to make provision for the preservation of the rights of such persons.

6. Revision of jury list.

R. F. JOHNSTON, Acting Clerk of Councils.

N.B.—A meeting of the Finance Committee will be held immediately after the Council.

LATENT STEAMER MOVEMENTS.

The T. K. K. steamer *Nippon Maru*, with mail &c., left San Francisco for this port via H. Okada, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 19th instant.

The P. M. steamer *China*, with mail &c., from San Francisco to the 1st instant, via Honolulu, has arrived at Yokohama, and left for this port on the 24th inst. via Inland Sea, Kobe, Nagasaki and Shanghai.

The American Lloyd's steamer *Moravia* left Kobe for this port on the 22nd instant.

The steamer *Kimoon*, from Calcutta, left Singapore for this port on the 22nd instant, at 6 p.m.

The N. Y. K. steamer *Senaki Maru* (European Line) left Singapore for this port on the 23rd inst., and is expected to arrive here on the 1st prox.

The C. P. R. steamer *Empress of India* left Yokohama on Friday afternoon, 22nd inst., for Victoria and Vancouver.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

THE CRISIS IN CHINA.

SHANGHAI, 24th February, 7.15 p.m.

PROPOSED EXCHANGE OF APPOINTMENTS.

Being greatly unpopular at Hsinanfu, Lu Chuan-lin, the reactionary Grand Councilor, has asked the Emperor's leave to exchange posts with Wei Kuang-tao, Viceroy of Yunnan and Kwachun provinces.

London, 22nd February, 8.45 p.m.

MINISTERIAL STATEMENT ABOUT PEKING.

Viscount Cranborne, stated in the House of Commons that the British Government has not any information as to the Italian annexation of the Customs compound at Peking. In the question involved in the defence of the Legations no decision had been reached.

THE WRECK OF THE "CITY OF RIO DE JANEIRO."

London, 23rd February, 9.20 p.m.

TERRIBLE PANIC ON BOARD.

The steamer *City of Rio de Janeiro* has been wrecked in San Francisco Harbour. There was a terrible panic on the sinking ship.

122 LIVES LOST.

The latest information is that 122 were drowned, 24 being saloon passengers, 19 officers, 36 Chinese sailors, and 43 Asiatic steerage passengers.

CONSUL AND MRS. WILDMAN DROWNED.

Consul General Wildman, his wife and children are among the drowned.

400 MAILBAGS GONE.

200 mailbags have been lost, but the two Tokyo bags were saved.

THE PILOT'S DEFENCE.

The pilot blames the Captain for the disaster. The latter perished in the wreck.

THE WAR IN SOUTH AFRICA.

London, 23rd February, 9.20 p.m.

THE COST OF THE WAR.

Sir Michael Hicks-Beach states that the cost of the South African War to date is eight millions and a half sterling.

REUTER'S SERVICE.

London, 21st February.

THE OPERATIONS IN BRITISH SOUTH AFRICA.

No news has been received from General French for five days. It is believed that parties of Boers have succeeded in breaking through his lines, but that the main body of 4,000 is still in front and hard pushed by General French.

THE OPERATIONS IN BRITISH SOUTH AFRICA.

De Wet is close to the Orange River. His objective being Grignand West. Col. Plummer is pursuing.

The invaders everywhere in Cape Colony are retreating northwards. Since entering the Colony, De Wet has lost 25 killed and 55 prisoners and many of his men have deserted. General Methuen has expelled 1,400 Boers from a strong position near Vetsan. British casualties 57, including three officers killed. The Boers suffered severely. The Boers have captured another train-load of food-stuffs at the Klop river.

London, 22nd February.

LOSS OF THE P. M. S. S. CO'S STEAMER "CITY OF RIO DE JANEIRO."

The *City of Rio de Janeiro*, from Hongkong and Yokohama to San Francisco, struck a rock and sank outside San Francisco harbour. Many lives are lost. Mr. Wildman, United States Consul-General at Hongkong, Mrs. Wildman and children are among the missing.

NEW ADVERTISEMENTS

HONGKONG RIFLE ASSOCIATION.
A GENERAL MEETING of the MEMBERS of the ASSOCIATION will be held at Volunteer Headquarters (by kind permission of Lt.-Colonel Sir J. W. Carrington, Kt., C.M.G.), on MONDAY, 4th March, at 5.15 P.M. for the purpose of passing the Accounts for the year 1900, and electing Officers for the year 1901.
MOWBRAY S. NORTHCOTE,
Hon. Secretary.
Hongkong, 25th February, 1901. [578]

THE HONGKONG ROPE MANUFACTURING COMPANY, LIMITED.

THE SEVENTEENTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the Company will be held in the Company's Office, No. 14, Des Vaux Road, Victoria, on SATURDAY, the 9th March, at 10 A.M. for the purpose of receiving Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1900, declaring a Dividend and electing a Consulting Committee and Auditors.
The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 31st day of March, both days inclusive.
SHEWAN TOMES & CO.,
General Managers.
Hongkong, 25th February, 1901. [577]

IN THE MATTER OF ORDINANCE

No. 2 of 1892,
and
In the Matter of the Petition of WILLIAM LAWRENCE VOELKER, of 42, BARNARD STREET, LONDON, ELECTRICIAN, for LETTERS PATENT for the Exclusive use within the Colony of Hongkong of an Invention for improvements in the manufacture of incandescent electric lamps.

NOTICE is hereby given that the Petition, Declaration and Specification required by Ordinance No. 2 of 1892 have been duly filed in the Office of the Colonial Secretary of Hongkong, and that it is the intention of the said WILLIAM LAWRENCE VOELKER, by DENNIS & HOWE, his duly authorised agents, to apply at the sitting of the Executive Council hereinafter mentioned for LETTERS PATENT for the exclusive use within the Colony of Hongkong of the above named invention, and notice is hereby given that a sitting of the Executive Council before whom the matter of the said Petition will come for decision will be held in the Colonial Chamber at the Government Office, Victoria, Hongkong, on MONDAY, the 11th day of March, 1901, at 11 A.M.
Dated this 22nd day of February, 1901.
DENNIS & HOWE,
Solicitors for the Applicant.
[576]

PONIES: PONIES: PONIES!

THE Undersigned will hold their Annual Sale of
RACE PONIES
on
WEDNESDAY,
the 6th March, at 3 P.M.
Opposite the City Hall, when upwards of
50 PONIES will be offered.
Entries will be received until Noon on day of Sale.
Terms—As Usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 25th February, 1901. [580]

INDO-CHINA STRAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.
"YUENSANG."
Captain Rolfe, will be despatched as above TO-MORROW, the 26th inst., at 5 P.M.
This steamer has superior accommodation for First Class Passengers, is fitted throughout with electric light and carries a Doctor.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 23rd February, 1901. [575]

NORTH-ERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.
STEAMSHIP "BRAEMAR"
FROM YACOMA, VICTORIA, YOKOHAMA, KUBE AND MOJI.
The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
DODWELL & CO., LD.,
Agents.
Hongkong, 23rd February, 1901. [11]

THE HONGKONG WEEKLY PRESS

is now ready and contains—
Leading Articles—
Settlement and Delay in China.
Punishment of the Guilty Officials.
China's Reparation.
The Shinkaiwan Railway.
The "Beachcomber" Nuisance in Hongkong.
The Pacific Cable.
The Crisis: Telegrams.
Sanitary Board.
Hongkong General Chamber of Commerce.
Armed Robberies in Hongkong.
Burglary in Queen's Road.
Harmston's Circus.
The Good Templars.
Tientsin Notes.
The Peking Tragedy.
The Straits Government.
Hongkong and Shanghai Banking Corporation.
Hongkong High-Level Tramways Co., Ltd.
Geo. Forwick & Co., Ltd.
Hongkong and Whampoa Dock Co., Ltd.
Hongkong Fire Insurance Co., Ltd.
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Hongkong and Port News.
Subscription, \$12 per Annum, payable in advance; postage, 3d.
Extra copies 30 cents each, Cash.
Copies can be posted from the Office to addresses sent, including postage 3d cents each, or \$1 for three copies Cash.
Hongkong, 23rd February, 1901.

NEW ADVERTISEMENTS

HONGKONG CLUB.
NOTICE.

THE FIFTEENTH YEARLY GENERAL MEETING of the Members of the Club will be held in the Club House on TUESDAY, 4th March, 1901, at 5 P.M.
By Order.
C. H. GRACE,
Secretary.
Hongkong, 25th February, 1901. [579]

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR JAMSHUI VIA SWATOW AND AMOY.

"MAIDZURU MARU"
will be despatched for the above ports on SUNDAY, the 10th March.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 25th February, 1901. [17]

HARMSTON'S

CIRCUS

AND

ROYAL MENAGERIE.

LAST NIGHTS!

CHANGE OF PROGRAMME.

First appearance of the

ELDRON BROTHERS

in the Great Aerial Bar Act, concluding with the PERILOUS DIVE for LIFE from a distance of 50 feet into a net.

THE JANSONS' AJAX THE MAEVEL.

THE SISTERS FREZAGONDA.

THE LARGEST CIRCUS EVER IN HONGKONG.

GRAND FAMILY MATINEES.

WEDNESDAY, FEBRUARY 27TH.

SATURDAY, MARCH 2ND.

Door Open 2.30 P.M. Commence at 3.30. Children Half-price to all Parts.

WEDNESDAY EVENING,

FEBRUARY 27TH, 1901.

COMPLEMENTARY BENEFIT SISTERS FREZAGONDA.

MONA, TESSIE, DORA, DAISY.

A HOST OF NOVELTIES.

THURSDAY EVENING.

AMATEUR RIDERS' NIGHT.

Open to all a HANDSOME SOUVENIR to any gentleman who can ride standing on the back of a horse Three Times around the Circus ring without coming off. Those intending to compete will kindly send in their names. Each rider will have the assistance of the Mechanic for riding.

Box Office Plan—ROBINSON PIANO CO., Queen's Road.

POPULAR PRICES.

SOLDIERS AND SAILORS OF ALL NATIONALITIES admitted to CHAIRS and STALLS HALF-PRICE.

ROBERT LOVE, Manager.
Col. CHAS. B. HICKS, Representative.
Hongkong, 25th February, 1901. [581]

ROTHEN MARK LODGE, No. 264.

A REGULAR MEETING of the ROTHE MARK LODGE will be held at the FREEMASONS' HALL TO-DAY (MONDAY), the 25th inst., at 5 for 5.30 P.M. (recessing). Visiting Brethren are cordially invited to attend.
Hongkong, 22nd February, 1901. [555]

NOTICE TO MARINERS.

No. 557.

CHINA SEA.

TIENTSIN DISTRICT.

INTENDED ALTERATION TO TSAO-FEIT-LEN LIGHT.

NOTICE is hereby given that, in or about April next, the present Sixth Order Fixed Light at this station will be replaced by a Group-flashing Light of the Fourth Order, showing two white flashes in quick succession every twenty seconds.
The old Light will be continued till the new one is lighted.
By Order of the Inspector General of Customs.
A. M. BISBEE,
Inspector.
Imperial Maritime Customs.
Shanghai, 13th February, 1901. [541]

AMERICAN MACHINERY.

WE HAVE OPENED a MACHINERY DEPARTMENT and are prepared to furnish Prices, &c. on STEAM ENGINES, GAS and OIL ENGINES, BOILERS, PUMPS, LATHES, DRILL PRESSES, PLANERS, PNEUMATIC TOOLS, WOOD WORKING MACHINERY, HOISTING MACHINERY, SAW MILLS, MACHINISTS' SMALL TOOLS, BUILDERS' HARDWARE, &c.
Made in America (U.S.A.)
Prices quoted f.o.b. New York, or c.i.f. Hongkong.
REUTER, BROCKELMANN & CO.,
Hongkong.
Hongkong, 3rd December, 1900. [125]

AUTOMATIC MAUSER PISTOLS.

Calibre 7.63 mm.
WIN CHAMBER for 10 CARTRIDGES.
FIRING 10 SHOTS in 2 SECONDS.
SIEMSEN & CO.
Hongkong, 3rd October, 1900. [75]

ENTERTAINMENT

THEATRE ROYAL.

BOXING TOURNAMENT.

Open to All-Comers to decide the *bona fide* Championships.

Under the Management of Mr. C. T. ROBINSON.

28th FEBRUARY, 1st & 2nd MARCH.

PRIZES OVER \$2,000.

GIGANTIC ENTRIES.

FEATHER WEIGHTS (126 lbs.)
T. Lawrence, Rand, R.V.F. v. D. Davis, E. Co.
R.W.F.

J. H. B. B. U.S.S. Brooklyn, v. J. Jago, H.M.S. Centurion.

T. Matthews, Band, R.W.F. v. G. A. Bowley, Taikoo Sugar Refinery.

J. Veir, H. M. Naval Yard, v. W. H. Croasy, Seigo Train.

Reserves—Tim Bailey, H.M.S. Undaunted, and H. K. Remedios.

LIGHT WEIGHTS (140 lbs.)
T. Baddeley, Sapper, R.E. v. W. Thomas, B. Co. R.W.F.

T. Phillips, H.M.S. Argonaut, v. J. Sandford, H.M.S. E.V.E.

Geo. Smith, H.M.S. Centurion, v. W. Foster, R.M.L. H.M.S. Terrible.

T. Harvey, R.M.A. H.M.S. Tanager, v. J. Kinzey, U.S.S. Bennington.

Reserves—W. Barrett, Sapper, R.E.; Pte. B. Moore, A.O.C. C. Morris, C. Co. R.W.F., Sgt. Davis, R.W.F.

MIDDLE WEIGHTS (158 lbs.)
Thos. Phillip, H.M.S. Argonaut, v. W. S. Bailey, Hongkong.

E. Stanford, H.M.S. Argonaut, v. J. Burns, U.S.S. Albany.

Sgt. Jones, T.W.F. v. E. C. Duffey, U.S.S. Brooklyn.

J. W. Newman, H.M.S. Terrible, v. Bob Berwick, Taikoo Sugar Refinery.

Reserve—Geo. Smith, H.M.S. Centurion.

HEAVY OR CATCH WEIGHTS.
McMurray, 25th Co. S.D.R.A. v. Corp. Aldridge, 25th Co. S.D.R.A.

Jack Germain—Harmston's Circus, v. Bob Savidge, H.M.S. Goliath.

J. H. 11bs, U.S.S. Brooklyn, v. W. S. Bailey, Hongkong.

PRICES.
Stage Reserve Seats, \$10 Season (3 Nights), or \$4 per Night.

Dress Circle, \$9 and \$2 Boxes (Reserve) Single Seats \$5 each. Pst. \$1. Popular Prices. Box Plan at ROBINSON PIANO CO., Queen's Road Central.

The Management reserves the right of admission.
Hongkong, 16th February, 1901. [502]

RACE HOLIDAYS.

THE undermentioned Banks will be CLOSED for the transaction of Public Business at 11.45 A.M. TO-MORROW (TUESDAY), WEDNESDAY and THURSDAY, the 26th, 27th and 28th instant respectively.

For the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

T. P. COCHRANE,
Manager, Hongkong.

For the HONGKONG & SHANGHAI BANKING CORPORATION.

T. JACKSON,
Chief Manager.

For the NATIONAL BANK OF CHINA, LIMITED.

GEO. W. F. PLAYFAIR,
Chief Manager.

For the MERCHANT BANK OF INDIA, LIMITED.

JOHN THURBURN,
Manager, Hongkong.

For the BANQUE DE L'INDO-CHINE, Hongkong Agency.

L. BEINDOAGUE,
Acting Manager.

For the BANK OF CHINA & JAPAN, LIMITED.

J. C. BERGENDAHN,
Manager.

For the YOKOHAMA SPECIE BANK, LIMITED.

TARO HODSUMI,
Manager.

For the IMPERIAL BANK OF CHINA.

E. W. RUTTER,
Manager.

For the DEUTSCH-ASIATISCHE BANK.

H. SCHOTTLAENDER,
Acting Manager.
Hongkong, 23rd February, 1901. [566]

INSURANCE HOLIDAYS.

HONGKONG RACES.

THE undermentioned Insurance Offices will be CLOSED for the transaction of Public Business at 11.45 A.M. TO-MORROW (TUESDAY), WEDNESDAY and THURSDAY, the 26th, 27th and 28th instant.

JARDINE, MATHESON & CO.,
General Agents.

CANTON INSURANCE OFFICE, LIMITED.

General Managers,
HONGKONG FIRE INSURANCE CO., LD.

For the UNION INSURANCE SOCIETY OF CANTON, LIMITED.

W. J. SAUNDERS,
Secretary.

For the NORTH CHINA INSURANCE CO., LIMITED.

W. H. PERCIVAL,
Agent.

For the CHINA TRADERS' INSURANCE CO., LIMITED.

W. H. RAY,
Secretary.

For the YANGTZE INSURANCE ASSOCIATION, LIMITED.

SHEWAN, TOMES & CO.,
Agents.

For the CHINA FIRE INSURANCE CO., LD.

GEO. L. TOMLIN,
Secretary.
Hongkong, 22nd February, 1901. [533]

PIANOFORTE LESSONS.

MISS M. MARQUES DA SILVA begs to notify that she undertakes to give LESSONS in PIANOFORTE to Ladies and Children. Terms very moderate. Enquiries by letter, care of Office of this Paper.

Hongkong, 16th January, 1901. [219]

INTIMATIONS

EYE-SIGHT.

Mr. N. LAZARUS,
Oculist-Optician, of London and Calcutta, may be consulted for SPECTACLES at 16, Queen's Road Central (E. HOUGHTON & Co.).

(Nearly opposite the Hongkong Hotel).
Business Hours: 9 a.m. to 5 p.m.

A Great proportion of cataracts and diseases affecting those advancing in life occur to those having some deficiency in the construction of the eyes—the many years of 'Eye Strain' ending in serious forms of disease. Glasses specially adapted in youth to those requiring them save and preserve the sight.

Consistently recurring headaches, spells of dimness when reading, weak eyes, the letters running together; any of these symptoms indicate a deficiency in the form of the eye requiring Glasses only to correct and cure.

Mr. LAZARUS supplies his SPECTACLES only after testing the sight.

ADVICE FREE. [77]

TACK CHONG LOONG,
NAVY & MILITARY TAILOR,
DRAPEY AND OUTFITTER.

Clothes made by hand; guaranteed perfect fit. Hats, Shirts, Socks, Silk Handkerchiefs, Boots, Shoes, &c. for Sale. New and Fashionable Goods. Prices very moderate.

No. 65, QUEEN'S ROAD CENTRAL.
Hongkong, 15th October, 1900. [2089]

DEVONIAN SOCIETY.

THE ANNUAL DINNER will be held at the Hongkong Club on FRIDAY, the 8th March, at 8 o'clock P.M.

Members intending to be present are requested to send in their names to the Honorary Secretary on or before TUESDAY, the 5th March.

The Secretary will be glad to receive the names of Devonians wishing to join the Society.

MOWERAY S. NORTHCOTE,
Hon. Secretary,
Care of Hongkong Club.
Hongkong, 22nd February, 1901. [556]

NOTICE.

TO THE PUBLIC AND OFFICERS OF SHIPS.

When in MOJI, go to THE AMERICAN HOUSE.

Where good European Accommodation can be obtained at Yen 3 per day.

Address—NISHI HON-MACHI, ITCHOME, MOJI, 17th January, 1901. [551]

AUCTIONS.

GOVERNMENT NOTIFICATION.

No. 80.

THE following Particulars and Conditions of Sale of CROWN LAND by PUBLIC AUCTION, to be held at the Office of the Public Works Department, THIS DAY (MONDAY), the 25th day of FEBRUARY, 1901, at 3 P.M., are published for general information.

By Command.

J. H. STEWART LOCKHART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 9th February, 1901. [526]

Particulars and Conditions of the Letting by Public Auction, to be held THIS DAY (MONDAY), the 25th day of Feb., 1901, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land at Pak Tsan Heung, Kowloon, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lots.	Locality.	Boundary Measurements.	Contents in Acres.	Annual Rent.	Upset Price.
1.	Kowloon, Inland Lot No. 1,124.	57' 20" 30" 30" 4000'	32	807	

GOVERNMENT NOTIFICATION.

No. 87.

THE following Particulars and Conditions of Sale of CROWN LAND by PUBLIC AUCTION, to be held at the Office of the Public Works Department, THIS DAY (MONDAY), the 25th day of FEBRUARY, 1901, at 3 P.M., are published for general information.

By Command.

J. H. STEWART LOCKHART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 9th February, 1901. [527]

Particulars and Conditions of the Letting by Public Auction, to be held THIS DAY (MONDAY), the 25th day of Feb., 1901, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of Five Lots of Crown Land at Hung Hom, Kowloon, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOTS.

No. of Lots.	Locality.	Boundary Measurements.	Contents in Acres.	Annual Rent.	Upset Price.
1.	Hung Hom, Inland Lot No. 220.	100' 100' 100' 100' 47' 47' 47' 47'	7.125	82	4,271
2.	"	100' 100' 100' 100' 47' 47' 47' 47'	7.125	82	4,271
3.	"	100' 100' 100' 100' 47' 47' 47' 47'	7.125	82	4,271
4.	"	100' 100' 100' 100' 47' 47' 47' 47'	7.125	82	4,271
5.	"	100' 100' 100' 100' 47' 47' 47' 47'	7.125	82	4,271

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.

T. JACKSON,
Chief Manager.
Hongkong, 4th October, 1900. [23]

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG.	DEPART.	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. VIA PORTS OF CALL	PARRAMATTA	Brit. str.	—	C. T. Denny, R.N.R.	P. & O. S. N. Co.	On 2nd Mar., at Noon.
LONDON	ION	Brit. str.	—	Robinson	ROBINSON & SWIRE	On 5th Mar.
LONDON	MALACCA	Brit. str.	—	E. G. Andrews	P. & O. S. N. Co.	On or about 9th Mar.
LONDON	DEUCALION	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 19th Mar.
LONDON	STENTON	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 3rd April.
LIVERPOOL	PLATON	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 15th Mar.
IREMEX, VIA PORTS OF CALL	KIATICHOU	Ger. str.	—	P. Lühenschloss	MELOHERS & CO.	On 15th Mar., at Noon.
MARSEILLES, &c. VIA PORTS OF CALL	BRIDAY	Ger. str.	—	—	MELOHERS & CO.	On 15th Mar., at Noon.
MARSEILLES, LONDON & ANTWERP, V. S. POSE, &c.	KAWACHI MARU	Japan. str.	—	J. Thompson	NIPPON YUSEN KAISHA	On 8th Mar., at Daylight.
MARSEILLES, HAVRE, CHAGEN, & BALTIC PORTS	ANNAM	Ger. str.	—	Borg	MELOHERS & CO.	Quick despatch.
HAVRE, BREMEN & HAMBURG	PREBURG	Ger. str.	—	Prosch	CARLOWITZ & CO.	On 5th Mar.
HAVRE & HAMBURG	MARBURG	Ger. str.	—	v. Binsar	CARLOWITZ & CO.	On or about 15th Mar.
HAVRE & HAMBURG	SIDIRIA	Ger. str.	—	—	CARLOWITZ & CO.	On or about 25th Mar.
HAVRE & HAMBURG	BAMBERG	Ger. str.	—	Jacobs	CARLOWITZ & CO.	On or about 5th Apr.
HAVRE & HAMBURG	SARNIA	Ger. str.	—	Schlaefke	CARLOWITZ & CO.	On or about 15th Apr.
TRIESTE, &c. VIA PORTS OF CALL	MORAVIA	Aus. str.	—	Calabrese	SANDER, WIGLER & CO.	On 28th inst., P.M.
NEW YORK VIA PORTS & SUEZ CANAL	FOLMINA	Brit. str.	—	Petersen	DODWELL & CO., LIMITED	Quick despatch.
NEW YORK VIA SUEZ CANAL	ALBENGA	Ger. str.	—	—	CARLOWITZ & CO.	On or about 9th Mar.
VANCOUVER, VIA SHANGHAI, &c.	EXPRESS OF JAPAN	Brit. str.	—	H. Pybus, R.N.E.	CANADIAN PACIFIC R. CO.	On 13th Mar.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.	TOSU MARU	Japan. str.	—	A. Dixon	DODWELL & CO., LIMITED	On 1st Mar.
PORTLAND, OREGON, &c. VIA JAPAN, &c.	EVA	Japan. str.	—	A. Trassur	ABNHOLD, KAMBERG & CO.	On 11th Mar., at 4 P.M.
SAN FRANCISCO VIA SHANGHAI, &c.	HONGKONG MARU	Japan. str.	—	Petersen	TOYO KISEN KAISHA	On 2nd Mar., at Noon.
SAN FRANCISCO VIA SHANGHAI, &c.	CHINA	Aus. str.	—	—	PACIFIC MAIL S. S. CO.	On 12th Mar., at Noon.
SAN FRANCISCO VIA AMOY, &c.	DONIC	Brit. str.	—	—	O. & O. S. S. Co.	On 19th Mar., at Noon.
SAN DIEGO, &c. VIA MOJIL, &c.	STRATHGYLE	Brit. str.	—	Edis	BUTTERFIELD & SWIRE	On 13th Mar., at Noon.
AUSTRALIAN PORTS	EASTERN	Brit. str.	—	—	GIBB, LIVINGSTON & CO.	On 27th inst., at Daylight.
KOBE & YOKOHAMA	CHINGTU	Brit. str.	—	Gram	BUTTERFIELD & SWIRE	To-day.
KOBE & YOKOHAMA	TYB	Ger. str.	—	W. Townsend	SIEMSEN & CO.	To-morrow, at 4 P.M.
KOBE & YOKOHAMA	SANUKI MARU	Japan. str.	—	F. Sommer	NIPPON YUSEN KAISHA	On 1st Mar., at Daylight.
KOBE & YOKOHAMA	YAMATO MARU	Japan. str.	—	S. Kawamura	NIPPON YUSEN KAISHA	On 15th Mar., at Daylight.
KOBE & YOKOHAMA	YAMATO MARU	Japan. str.	—	A. E. Moss	NIPPON YUSEN KAISHA	To-morrow, at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	ANNAM	Ger. str.	—	Köhler	SIEMSEN & CO.	On 25th Mar., at Noon.
SHANGHAI	KWANGSE	Ger. str.	—	Poydenot	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SHANGHAI	LONGMOON	Ger. str.	—	—	EAST ASIATIC TRADING CO. LD.	On 27th inst.
SHANGHAI & JAPAN	BOMBAY	Brit. str.	—	G.M. Montford, R.N.R.	P. & O. S. N. Co.	On or about 1st Mar.
SHANGHAI	PLASSY	Brit. str.	—	C. F. Preston, R.N.R.	P. & O. S. N. Co.	On or about 3rd Mar.
SWATOW, AMOY & TAIWANPOO	AKASHI MARU	Japan. str.	—	K. Sasaki	MIYOSI YUSEN KAISHA	On 6th Mar., at Daylight.
TAMSIU VIA SWATOW & AMOY	MAIDZURU MARU	Japan. str.	—	—	MIYOSI YUSEN KAISHA	On 10th Mar.
MANILA	YUENANG	Brit. str.	—	Rolfe	JARDINE, MATHESON & CO.	To-morrow, at 5 P.M.
STRAITS, COLOMBO & BOMBAY	MALAGON	Brit. str.	—	R. I. L. Cook, R.N.R.	P. & O. S. N. Co.	On or about 26th Mar.
SINGAPORE, PENANG & CALCUTTA	CELYDRA	Brit. str.	—	Cox	JARDINE, MATHESON & CO.	To-morrow, at 11.30 A.M.
BOMBAY, VIA SINGAPORE & COLOMBO	HIROSHIMA MARU	Japan. str.	—	S. Yoshizawa	NIPPON YUSEN KAISHA	On 9th Mar., at Noon.

SHIPPING.

ARRIVALS.
Feb. 22, H. H. MEIER, German freight, 3,250, H. Plager, Colombo 12th February.
Feb. 22, SALAHADJI, Dutch str., 1,245, Van Der Harst, Singapore 10th February, Kerosene Oil—MEYER & CO.
Feb. 23, BREMER, British str., 2,316, Wm. Watt, Moji 18th February, General—DODWELL & CO.
Feb. 23, YUENANG, British str., 1,128, P. H. Rolfe, Manila 20th February, General—JARDINE, MATHESON & CO.
Feb. 23, MERGUT, German str., 52, Warnes, Yap 9th Feb., Ballast—SIEMSEN & CO.
Feb. 23, HEITHA, German str., 6,000, von Usedom, Kiochoo 14th February.
Feb. 23, CHINA, German str., 1,115, P. Voss, Saigon 10th Feb., Rice—EAST ASIATIC TRADING CO.
Feb. 23, KONG BENGO, German str., 862, F. Fuch, Singapore 10th Feb., General—MEYER & CO.
Feb. 24, ERIDIA, French str., 975, Odu, Yokohama 14th Feb., Mails and General—MESSAGERIES MARITIMES.
Feb. 24, ESSEBALDA, British str., 960, Blackland, Manila 21st Feb., General—SHEWAN, TOMES & CO.
Feb. 24, KATUNO, British str., 1,024, G. H. Pennafather, Lillo 20th Feb., Sugar and Hemp—BUTTERFIELD & SWIRE.
Feb. 24, KEONGWAI, German str., 1,145, Th. Groves, Bangkok 17th February, Rice—BUTTERFIELD & SWIRE.
Feb. 24, MARBURG, German str., 2,515, von Binzer, Hamburg 4th Jan. and Singapore 6th Feb., General—SIEMSEN & CO.
Feb. 24, MIKE MARU, Japanese str., 2,080, S. Karamura, Bombay 5th Feb., Cotton, &c.—NIPPON YUSEN KAISHA.
Feb. 24, JIATIN C. SMITH, American schooner, 45, Riley, Yap 14th February, Ballast—MARTER.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
23rd FEBRUARY.
Sungking, British str., for Manila.
Clara, German str., for Hoihow.
Jacob Diederichsen, German str., for Haiphong.
Madava Maru, Japanese str., for Swatow.
Tulce, German str., for Saigon.
Gaelic, British str., for Shanghai.
Farnosa, British str., for Swatow.
Glenurra, British str., for Manila.
Hallen, French str., for Hoihow.
Thales, British str., for Swatow.
Hoihow, British str., for Canton.
Chingping, German str., for Canton.
Sienler, British str., for Shanghai.
Hailong, British str., for Haiphong.
Loongang, British str., for Manila.
Salahadji, Dutch str., for Shanghai.
Kungwa Maru, Japanese str., for Manila.

DEPARTURES.

Feb. 23, HONAN, British str., for Shanghai.
Feb. 23, HIKORAN MARU, Japan. str., for Moji.
Feb. 23, THALES, British str., for Swatow.
Feb. 23, Hoihow, British str., for Canton.
Feb. 23, CHINGPING, German str., for Canton.
Feb. 23, SPENTON, British str., for Shanghai.
Feb. 23, HAILONG, British str., for Haiphong.
Feb. 23, SALAHADJI, Dutch str., for Shanghai.
Feb. 23, LOONGANG, British str., for Manila.
Feb. 23, KASUGA MARU, Japan. str., for Sydney.
Feb. 24, SUNGKANG, British str., for Manila.
Feb. 24, GAELIC, British str., for S. Francisco.
Feb. 24, FOMORRA, British str., for Swatow.
Feb. 24, CHINGPING, British str., for Canton.
Feb. 24, MAIDZURU MARU, Japan. str., for Swatow.
Feb. 24, CLARA, German str., for Hoihow.
Feb. 24, TALEY, German str., for Saigon.

VESSELS IN DOCK.

ABERDEEN DOCK.—Penang.
KOWLOON DOCK.—S.M.S. Hansa, U.S.S. Lulu de Luzon, Nanyang, U.S.S. Bennington, Hwa, Avalanche, Hana.
COSMOPOLITAN DOCK.—Egbert.

SHIPPING REPORTS.

The German steamer *Conqueror*, from Bangkok 17th Feb., had strong N.E. monsoon.
The Japanese steamer *Mike Maru*, from Bombay 5th Feb., had strong N.E. wind after leaving Singapore.
The British steamer *Esmeralda*, from Manila 21st Feb., had strong N.E. monsoon, heavy sea and dark, cloudy weather.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBTS contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour:
Standard Oil Co.
Mozambique, British ship, Robt. Clerance—Standard Oil Co.
Sza Witor, American ship, Howes—Master.

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.
SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS.
LONDON, HAVRE, BORDEAUX, ALGER, PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 25th February, 1901, at 1 P.M., the Company's Steamship "ERIDIA," Captain Ode, with Mails, Passengers, Specie and Cargo, will leave this port for SAIGON.
This steamer will tranship her Passengers and Cargo at Saigon to the S.S. Sydney for MARSEILLES via BOMBAY.
The above steamer connects at COLOMBO with the S.S. *Aranda* and *Belic*, which vessel takes on her Passengers and Mails, leaving that Port on the 9th March direct to Suez, Port Said and Marseilles.
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M. on the 24th February. (Parcels not to be sent on board, they must be left at the Agency's Office). Contents and Value of Packages are required.
For further particulars, apply at the Company's Office.
G. DE CHAMPEAUX, Agent.
Hongkong, 13th February, 1901.

FOR SHANGHAI.

THE Steamship
"PEIYANG."
Captain Kohler, will be despatched for the above port TO-DAY, the 25th inst., at 4 P.M.
This Steamer has superior accommodation for First and Second Class Passengers.
For Freight or Passage, apply to
SIEMSEN & CO.
Hongkong, 22nd February, 1900.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.
FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.
THE Company's Steamship

"ANNAM."
Captain Poydenot, will be despatched for the above ports on or about MONDAY, the 25th inst.
For Freight or Passage, apply to
G. DE CHAMPEAUX, Agent.
Hongkong, 21st February, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR SINGAPORE, PENANG AND CALCUTTA.
THE Company's Steamship

"CHELYDRA."
Captain Cox, will be despatched as above TO-MORROW, the 26th inst., at 11.30 A.M.
For Freight or Passage, apply to
JARDINE, MATHESON & CO., General Managers.
Hongkong, 21st February, 1901.

FOR KOBE AND YOKOHAMA.

THE Norwegian Steamship
"TYR."
Captain Gram, will be despatched for the above ports TO-MORROW, the 26th inst., at 4 P.M.
For Freight or Passage, apply to
SIEMSEN & CO.
Hongkong, 22nd February, 1901.

FOR SHANGHAI.

THE Steamship
"LOONGMOON."
Captain Knap, will be despatched for the above port on WEDNESDAY, the 27th inst.
This Steamer has superior accommodation for First and Second Class Passengers.
For Freight or Passage, apply to
EAST ASIATIC TRADING CO., LD., Agents.
Hongkong, 21st February, 1901.

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.
Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.
STEAMERS. DESTINATIONS. SAILING DATES.
FREIBURG (Havre, Bremen & Hamburg) On 5th March, Freight.
MARBURG (London with transhipment in Hamburg) About 15th March, Freight.
SIBIRIA (Havre & Hamburg) About 25th March, Freight and Passage.
BAMBERG (London with transhipment in Hamburg) March, Passage.
SARNIA (Havre & Hamburg) April, Freight.
Capt. Schlaefke (London with transhipment in Hamburg) April, Passage.

These steamers have superior accommodation for passengers and carry a doctor and a stewardess.
For further particulars as to Freight, Passage, etc., apply to
CARLOWITZ & CO., AGENTS.
HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.
Hongkong, 13th February, 1901.

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.
FOR VICTORIA, B.C. AND TACOMA.
NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing
TEKOMA	2,811	A. Dixon	March
BREMER	3,801	W. Wott	March
VICTORIA	3,502	J. Pantan	March
GLENORA	3,750	W. Frakes	March

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £52.
Excellent accommodation. First-class Table. Doctor and Stewardess carried.
Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.
HONGKONG TO NEW YORK, £48.
The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; Tacoma to New York in 44 days. Magnificent scenery of the Rocky and Cascade Mountains. The Yellowstone National Park route.

HONGKONG TO VICTORIA AND TACOMA, £25.
The best route to the Klondike Gold Fields. Frequent sailings from Victoria and Tacoma to Dyea and St. Michaels.
Rates of Passage to other Points on application.
A special rate allowed to members of Government Service.
For further information as to Passage or Freight, apply to
DODWELL & CO., LIMITED, General Agents.
Hongkong, 22nd February, 1901.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR SHANGHAI AND JAPAN.	STEAMERS.	TO SAIL ON.	REMARKS.
BONBA	G.M. Montford, R.N.R.	Mar. 1st	Freight or Passage.
PARRAMATTA	C. T. Denny, R.N.R.	Mar. 2nd	See Special Advertisement.
PLASSY	C. F. Preston, R.N.R.	Mar. 3rd	Freight or Passage.
MALACCA	E. G. Andrews	Mar. 9th	Freight or Passage.
MALAGON	R. I. L. Cook, R.N.R.	Mar. 26th	Freight only.

PASSENGER SEASON, 1901.
S.S. PLASSY 7,240 tons March 30th MARSEILLES AND LONDON DIRECT.
S.S. SOBBAON 7,382 tons April 27th Without Transhipment.
For Further Particulars, apply to
A. N. MARSHALL, Acting Superintendent.
Hongkong, 23rd February, 1901.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KIAUTSCHOU (Hamburg-Amerika Linie)	WEDNESDAY	6th March.
BAYERN	WEDNESDAY	20th March.
STUTTGART	WEDNESDAY	3rd April.
KONIG ALBERT	WEDNESDAY	17th April.
PRINZESS IRENE	WEDNESDAY	1st May.
PRINZ HEINRICH	WEDNESDAY	15th May.
PREUSSEN	WEDNESDAY	29th May.
HAMBURG (Hamburg-Amerika Linie)	THURSDAY	13th June.
SACHSEN	THURSDAY	27th June.
KIAUTSCHOU (Hamburg-Amerika Linie)	THURSDAY	11th July.

ON WEDNESDAY, the 6th day of March, 1901, at Noon, the Steamship "KIAUTSCHOU" of the Hamburg-Amerika Linie, Captain P. Lühenschloss, with Mails, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.
Shipping Orders will be granted till Noon on Monday, the 4th March, Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 5th March, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 5th March.
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed 7 lbs. Each Cube in Measurement.
This Steamer has splendid accommodation and carries a Doctor and Stewardesses.
Lines can be washed on board.

NORDDEUTSCHER LLOYD.
For further Particulars, apply to
MELOHERS & CO., AGENTS.
Hongkong, 22nd February, 1901.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 Knts.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).
EMPRESS OF JAPAN" Comdr. E. Pybus, R.N.R. WEDNESDAY, 13th Mar., 1901.
EMPRESS OF CHINA" Comdr. E. Archibald, R.N.R. WEDNESDAY, 3rd April, 1901.
EMPRESS OF INDIA" Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 24th April, 1901.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.
Passengers booked through to all principal ports AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.
SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services; and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.
For further information, Maps, Guide Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent, Polder's Street.
Hongkong, 14th February, 1901.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.
STEAMERS. DESTINATIONS. SAILING DATES.
MIKE MARU MOJI, KOBE and YOKOHAMA TUESDAY, 26th Feb., at Noon.
SANUKI MARU KOBE and YOKOHAMA FRIDAY, 1st Mar., at Daylight.
W. Townsend
HIROSHIMA MARU BOMBAY, VIA SINGAPORE and COLOMBO WEDNESDAY, 6th Mar., at Noon.
KAWACHI MARU MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID FRIDAY, 8th Mar., at Daylight.
J. Thompson

HAKATA MARU KOBE and YOKOHAMA FRIDAY, 15th Mar., at Daylight.
F. Sommer
TOSU MARU VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, KOBE, MOJI and YOKOHAMA FRIDAY, 15th Mar., at 4 P.M.
A. Trassur
YAWATA MARU NAGASAKI, KOBE and YOKOHAMA FRIDAY, 22nd Mar., at Noon.
A. E. Moss
Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

A. S. MIHARA, Manager.
Hongkong, 25th February, 1901.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at TIMOR, PORT DARWIN AND QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship
"EASTERN."
Captain Ellis, will be despatched for the above ports on WEDNESDAY, the 27th instant, at DAYLIGHT.
This well-known Steamer is especially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon are carried.
N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO., Agents.
Hongkong, 9th February, 1901.

With Liberty to Call at MANILA.
THE Steamship
"FOLMINA."
will sail at the end of February, and will be followed by the Steamship
"GYMERIC" about the middle of March.
For Freight, apply to
DODWELL & CO., LD., Agents.
Hongkong, 18th February, 1901.

NATAL LINE OF STEAMERS.
THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with LINDO CHINA STEAM NAVIGATION CO.'S fortnightly service home to CHINA, &c. Sailings from CALCUTTA for CANTON every fortnight.
For Freight and other particulars, apply to
DODWELL & CO., LIMITED, General Agents for China and Japan.
Hongkong, 4th August, 1897.

VESSELS ON THE BERTH.
OCEAN STEAMSHIP COMPANY.

FOR	STEAMERS	CAPTAINS	TO SAIL
LONDON	"IKION"	Robinson	On 5th Mar.
LONDON	"DEUCALION"		On 19th Mar.
LONDON	"STENTOR"		On 3rd April.
LIVERPOOL	"PATROCLUS"		On 16th Mar.

For Freight, apply to

BUTTERFIELD & SWIRE,

AGENTS O. S. S. Co.

Hongkong, 25th February, 1901.

CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO SAIL
KOBE	CHINGTU	On 25th Feb.
SHANGHAI	KWANGSE	On 26th Feb.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 23rd February, 1901.

AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.

STEAM FOR
SINGAPORE, PENANG, COLOMBO,
BOMBAY, KARACHI, ADEN, SUEZ,
PORT SAID, FLORENCE, TRIESTE.
(Taking Cargo at through rates to the BRAZIL,
SEA, BLACK SEA, LEVANT, VENICE
and ADRIATIC PORTS.)
THE Company's Steamship

"MORAVIA"
Captain Calabrese, will be despatched as above
on THURSDAY, the 23rd inst., P.M.
Suez and Yambouli are transhipped on arrival
at Bombay into an accelerated liner.
For information as to Passage and Freight,
apply to

SANDER, WIELE & Co.,

Agents

Hongkong, 21st February, 1901.

THE OSAKA SHOBEN KAISHA,

LIMITED.

FOR SWATOW, AMOY, AND

TAIWANFOO.

THE Company's Steamship

"AKASHI MARU,"

Captain K. Suzuki, will be despatched for the
above ports on WEDNESDAY, the 6th March,
at DAYLIGHT.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,

Agents.

Hongkong, 21st February, 1901.

OCCIDENTAL AND ORIENTAL

STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS

TO JAPAN, THE UNITED

STATES,

MEXICO, CENTRAL AND SOUTH

AMERICA, AND EUROPE, VIA THE

OVERLAND RAILWAYS AND THE

ATLANTIC AND OTHER CONNECTING

STEAMERS.

VIA INLAND SEA OF JAPAN AND

HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

DORIO (via Shang-
hai, Nagasaki, Kobe, In-
land Sea, Yokohama, and
Honolulu) TUESDAY, Mar. 19,
1901, at Noon.CORPUS (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama, and
Honolulu) SATURDAY, Apr. 13,
1901, at Noon.

THE Company's Steamship "DORIO"

will be despatched for SAN FRANCISCO
via SHANGHAI, NAGASAKI, KOBE,
INLAND SEA, YOKOHAMA, and
HONOLULU on TUESDAY, the 19th
March, 1901, at Noon.Steamers of this line pass through the IN-
LAND SEA OF JAPAN and call at HONO-
LULU and passengers are allowed to break
their journey at any point en route.Through Passenger Tickets granted to Eng-
land, France, and Germany by all trans-Atlantic
lines of Steamers and to the principal cities of
the United States or Canada. Rates may be
obtained on application.Special rates (first-class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
officials in service of China and Japan, and to
Government officials and their families.Passengers who have paid full fare, re-embark-
ing at San Francisco for China or Japan (or
vice versa) within one year, will be allowed dis-
count of 10 per cent. This allowance does not
apply to through fares from China and Japan to
Europe.All PARCEL PACKAGES should be marked to
address in full; and same will be received at the
Company's Office until FIVE P.M. the day pre-
vious to sailing.Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco in the
United States should be sent to the Company's
Office, addressed to the Collector of Customs,
San Francisco.For further information as to Freight or
Passage apply to the Agency of the Company,
Queen's Building.

J. S. VAN BUREN,

Agent.

Hongkong, 25th February, 1901.

VESSELS ON THE BERTH.

THE PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-
TRALIA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERIAN GULF, CONTINENTAL
AND AMERICAN PORTS.
THE Company's Steamship

"PAREMATTA"

Captain C. T. Donny, R.N., carrying His
Majesty's Mails, will be despatched from this
port for Bombay on SATURDAY, the 2nd
March, at Noon, taking passengers and cargo
for the above ports.Suez and Yambouli, all cargo for France, and
Tea for London (under arrangement) will be
transhipped at Colombo into a steamer proceed-
ing direct to Marseilles and London; other
cargo for London, &c., will be conveyed via
Bombay with transhipment.Parcels will be received at this Office until 4
P.M. the day before sailing. The contents and
value of all packages are required.
Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.For further particulars, apply to
A. M. MARSHALL,
Acting Superintendent.

Hongkong, 18th February, 1901.

OREGON AND ORIENTAL

STEAMSHIP COMPANY.

IN CONNECTION WITH THE

OREGON RAILROAD & NAVIGATION

COMPANY.

PROPOSED SAILINGS FROM

HONGKONG TO PORTLAND (OR.)

AND SAN FRANCISCO.

VIA INLAND SEA OF JAPAN, KOBE

AND YOKOHAMA.

TAKING CARGO TO JAPAN PORTS,

THE UNITED STATES, AND

CANADA.

THE Steamship

"EVA,"

2,083 tons, Capt. Peterson, will be despatched
on or about the 10th March, for PORTLAND
(OR.) via MOJI, KOBE and YOKOHAMA.Through Bills of Lading issued to any point
in the United States and Canada.Cargo will be received on board until 5 P.M.
the day previous to sailing. Parcel Packages
will be accepted at the Office of the Undersigned
until the same time. All Parcels should be
marked to address in full.

Value of same is required.

Consular Invoices, to accompany cargo
destined to points beyond Portland (Or.), should
be sent to the Company's Office, addressed to
the Collector of Customs, Portland (Or.).For further information as to Freight rates,
&c., apply to

ARNHOLD, KARBURG & CO.,

Agents.

Hongkong, 5th February, 1901.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP

COMPANY.

VIA INLAND SEA OF JAPAN AND

HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CHINA (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama,
and Honolulu) TUESDAY, Mar. 12,
1901, at Noon.CITY OF RIO DE JANEIRO
(via Shanghai, Nagasaki,
Kobe, Inland Sea, Y-
okohama, and Honolulu) SATURDAY, Apr. 6,
1901, at Noon.CITY OF PEKING (via
Shanghai, Nagasaki, Kobe,
Inland Sea, Yokohama,
and Honolulu) THURSDAY, Apr. 30, 1901, at Noon.

THE Company's Steamship "CHINA,"

will be despatched for SAN FRANCISCO
via SHANGHAI, NAGASAKI, KOBE,
INLAND SEA, YOKOHAMA, and HONO-
LULU on TUESDAY, the 12th March,
1901, at Noon.Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at HONO-
LULU, and passengers are allowed to break
their journey at any point en route.Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-Atlantic
lines of Steamers, and to the principal cities of
the United States or Canada. Rates may be
obtained on application.Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail
routes from San Francisco, including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and NORTHERN PACIFIC RAILWAYS; also the
CANADIAN PACIFIC RAILWAY on payment of
25 in addition to the regular tariff rate.Passengers holding orders for OVERLAND
CITIES in the United States have, between
San Francisco and Chicago, the option of
the SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and other direct connecting Railways, and from
Chicago to destination the choice of direct lines.Particulars of the various routes can be had
on application.Special rates (first-class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
officials in service of China and Japan, and to
Government officials and their families.Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railway, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.Freight will be received on board until 4 P.M.
the day previous to sailing. Parcel Packages
will be received at the Office until 5 P.M. same
day; all Parcel Packages should be marked to
address in full; value of same is required.Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco in the
United States should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.For further information as to passage and
Freight, apply to the Agency of the Company,
Queen's Building.

J. S. VAN BUREN,

Agent.

Hongkong, 5th February, 1901.

THE EAST ASIATIC COMPANY,

LIMITED.

FOR MARSEILLES, HAVRE AND

COPENHAGEN VIA BALTIC PORTS.

THE Company's Steamship

"ANNAM"

Captain Berg, will be despatched as above
at the end of March, A.C.This Steamer is fitted throughout with elec-
tric light, carries a doctor, and having superior
First Class Cabin accommodation alongside on
the bridge deck, offers an excellent opportunity
for passengers proceeding to Marseilles.

For Freight or Passage, apply to

MELCHERS & CO.,

Agents.

Hongkong, 9th February, 1901.

VESSELS ON THE BERTH.

UNITED STATES AND CHINA-JAPAN

STEAMSHIP LINE.

(ROB. M. SIMON & Co., HAMBURG.)

FOR NEW YORK VIA SUEZ CANAL.

THE full-powered Steamship

"ALBENGA,"

Captain Peterson, will be despatched for the
above port on or about 9th March.

For Freight, apply to

CARLOWITZ & CO.,

Agents.

Hongkong, 22nd January, 1901.

CALIFORNIA AND ORIENTAL

STEAMSHIP COMPANY.

IN CONNECTION WITH THE

ATCHAFSON, TOPEKA AND SANTA FE

RAILROAD CO.

PROPOSED SAILINGS FROM

HONGKONG TO SAN DIEGO

AND SAN FRANCISCO.

VIA INLAND SEA OF JAPAN AND

HONOLULU.

TAKING CARGO AND PASSENGERS

TO JAPAN PORTS AND

HONOLULU.

THE UNITED STATES,

MEXICO, CENTRAL AND SOUTH

AMERICA, &c.

S.S. "STRATHGYLE" On 30th March

THE Steamship "STRATHGYLE"

will be despatched for SAN DIEGO and
SAN FRANCISCO via MOJI, KOBE and
YOKOHAMA on 30th March.Through Bills of Lading issued to any point
in the United States.Cargo will be received on board until 5 P.M.
the day previous to sailing. Parcel Packages
will be accepted at the Office until the same
time. All Parcels should be marked to address
in full. Value of same is required.Consular Invoices, to accompany Cargo des-
tined to points beyond San Diego, should be
sent to the Company's Office, addressed to the
Collector of Customs, San Diego.For further information as to Freight or
Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 21st February, 1901.

NOTICES TO CONSIGNEES.

AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.FROM TRIESTE, FIUME, PORT SAID,
COLOMBO, PENANG AND SINGA-
PORE.

THE Steamship

"CHINA,"

having arrived, Consignees of Cargo are hereby
informed that their Goods are being landed at
their risk into the Godowns of the Hong-
kong and Kowloon Wharf and Godown Co.,
Limited, whence delivery may be obtained.Optional Cargo will be discharged here unless
notice to the contrary be given immediately.No claims will be admitted after the Goods
have left the Godowns, and all claims must be
sent in to the office of the undersigned before
Noon on the 27th of February, or they will not
be recognised.No Fire Insurance has been effected, and any
Goods remaining in the Godowns after the 27th
of February will be subject to rent.

Bills of Lading will be countersigned by

SANDER, WIELE & CO.,

Agents.

Hongkong, 20th February, 1901.

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"STENTOR"

are hereby notified that the Cargo is being dis-
charged into Craft, and/or landed at the Go-
dowens of the Kowloon Godown Co.; in both
cases it will be at Consignees' risk. The Cargo
will be ready for delivery from Craft or Go-
down on and after the 22nd inst.Optional cargo will be landed unless notice
has been given prior to steamer's arrival.Goods undelivered after the 27th instant will
be subject to rent. All damaged Goods must be
left in the Godowns, where they will be
examined at 11 A.M. on the 1st March.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 20th February, 1901.

NORTHERN PACIFIC STEAMSHIP

COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "GLENFURRIT"

FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE AND MOJI.THE above Steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for countersignature,
and to take immediate delivery of their
Goods from alongside.Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.

DODWELL & CO. LIMITED,

Agents.

Hongkong, 17th February, 1901.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"BENGAL"

FROM BOMBAY, COLOMBO AND

STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out Mark by Mark,
and delivery can be obtained as soon as the
goods are landed.This vessel brings on Cargo—
From London, &c., ex s.s. Oceana & Arcadia.
From Calcutta, ex s.s. Borneo.
From Persian Gulf, ex s.s. Sigla, King
Arthur and Assyria.
From Aden, ex s.s. Nizam and Nusori.
Goods not cleared by the 24th inst., at 4 P.M.,
will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.All damaged packages must be left in the
Godowns, and a certificate of the damage ob-
tained from the Godown Company within ten
days after the vessel's arrival here, after which
no claims will be recognised.

A. M. MARSHALL,

Acting Superintendent.

Hongkong, 18th February, 1901.

NOTICES TO CONSIGNEES.

"INDRA" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Company's Steamship

"INDRAVELLI"

having arrived from the above port, Consignees
of Cargo are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out Mark by Mark,
and delivery can be obtained as soon as the
goods are landed.Goods not cleared by the 1st March, at
10 A.M., will be subject to rent.No Fire Insurance will be effected by us in
any case whatever.All damaged packages must be left in the
Godowns, and a certificate of the damage ob-
tained from the Godown Co. within ten days
after the vessel's arrival here, after which
no claims will be recognised.

JARDINE, MATHESON & CO.,

Agents.

Hongkong, 22nd February, 1901.

BACHELOR

REQUIREMENTS.

FURNISHED SITTING, BED

AND BATH ROOMS with Board, or would furnish

Address—

BACHELOR

Care of Daily Press Office.

Hongkong, 12th February, 1901.

POHOOMULL BROTHERS,

37 & 39, QUEEN'S ROAD, CENTRAL.

WHOLESALE AND RETAIL

IMPORTERS AND EXPORTERS.

Have for Sale

INDIAN, Chinese and Japanese Silk Goods

for Ladies and Gentlemen, and other Articles.

Oriental Embroidery, Bags and Carpets.

Jewelry, Cashmere Shawls, Ivory, Sandalwood

and Tortoiseshell Wares, Caricatures and Fancy
Goods.

INSPECTION IS SOLICITED.

Hongkong, 8th November, 1900.

YOBARI AND SORACHI

COALS.

HOKKAIDO TANKO TETSUDO

KAISHA.

HOKKAIDO COLLIERY AND RAILWAY CO.

CAPITAL

YEN 12,000,000

ANNUAL OUT

PUT</

